Internal Use

2010005a

DRPT Tracking #

Rail Enhancement Fund
Project Application Form
FY 2010

Date: January 30, 2009

A. Name of Applicant (Name and Address)

Norfolk Southern Railway Company
Three Commercial Place
Norfolk, VA 23510

RECEIVED
JAN 30 2009

Applicant type:
___ Passenger Railroad
_X_ Freight Railroad
___ Locality
___ Business
___ Other _____

B. Contact Information:

Responsible Person/Title: Sarah Quisenberry, Director Strategic Planning

Telephone: 757-629-2686 Fax: 757-533-4884 Email:sarah.quisenberry@nscorp.com

Project Manager/Title: Sarah Quisenberry, Director Strategic Planning

Telephone: 757-629-2686 Fax: 757-533-4884 Email:sarah.quisenberry@nscorp.com

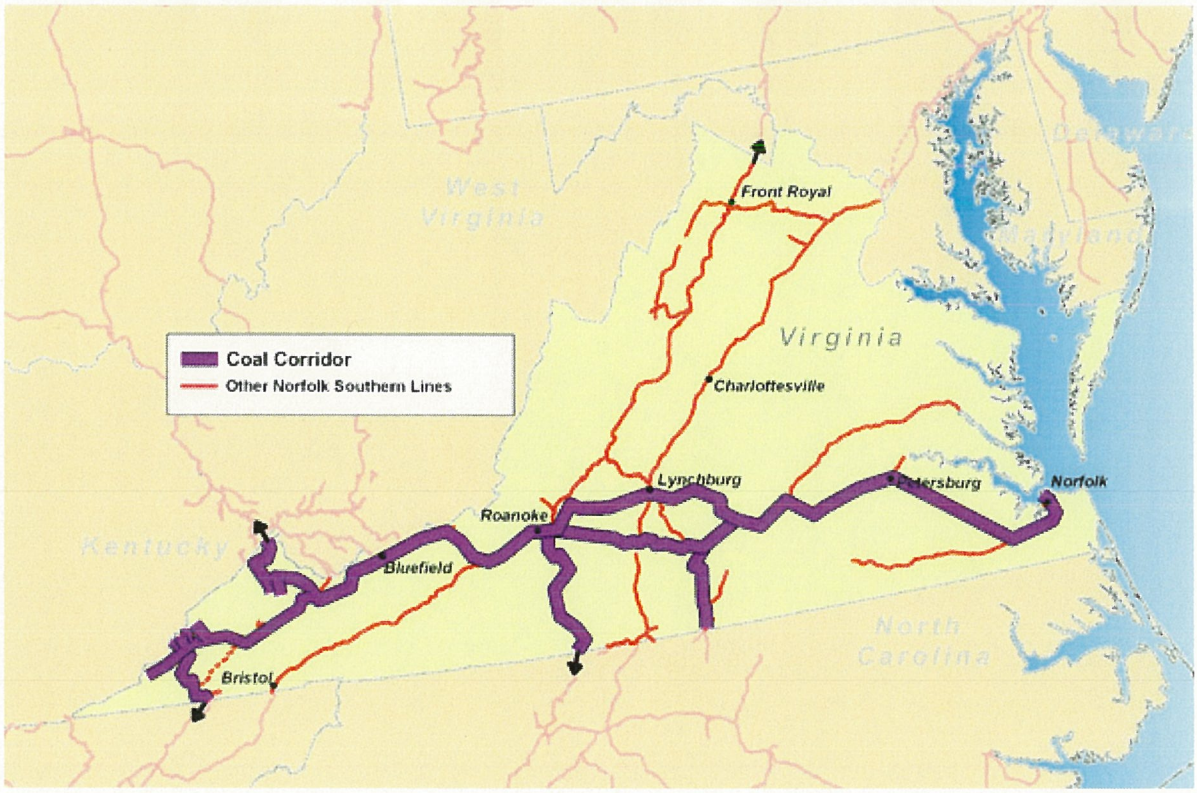
C. Project Title: Coal Corridor Initiatives - Andover

Modified by DRPT

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

The Coal Corridor is comprised of the NS mainlines from the Port of Hampton Roads across the southern half of the state through Roanoke and into the Virginia coalfields. NS lines to coal fired power plants in southern Virginia and on the Virginia/North Carolina border are included as well. (see map next page)

Projects:
A) Andover Rail Sidings - Andover, Wise County, mp 2.3-T to 1.2T & LN-279.1 to LN-280.1 (see Exhibit I)
~~B) Clarkton Passing Track Extension, Clarkton, Halifax County, mp L-37 (see Exhibit II).~~



E. Owner of Property/Right-of-Way/Facility/Personal Property:

Norfolk Southern Railway Company owns the mainline track rights-of-way, tunnels, bridges, and related appurtenances. NS or an affiliate will acquire any property required.

F. Responsible Party for Continuous Maintenance of Project:

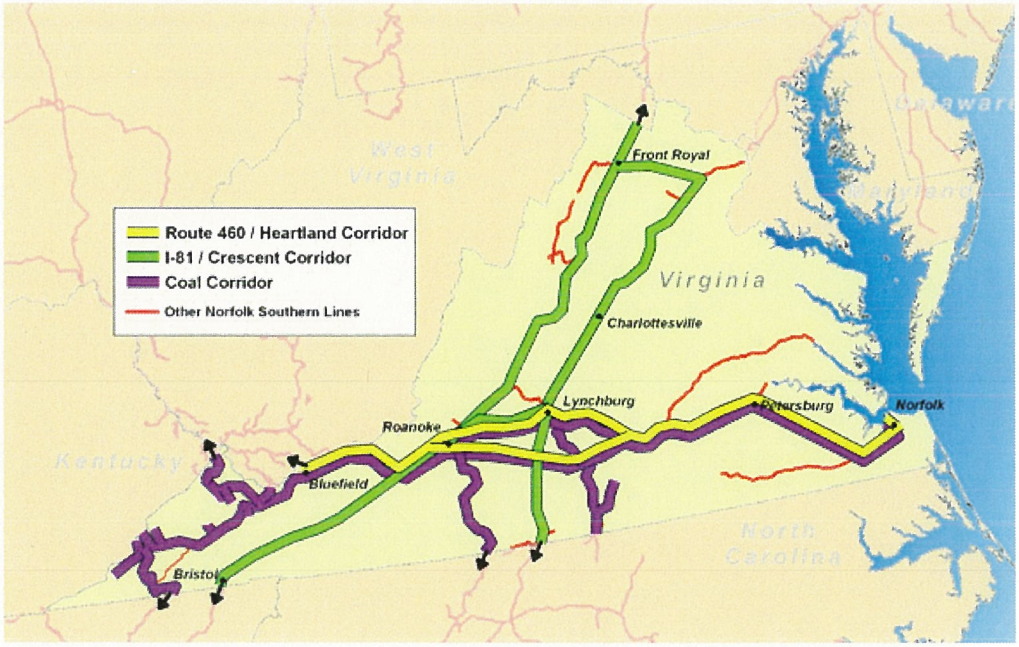
Norfolk Southern Railway Company. This application is for capital costs only. NS will assume all ongoing maintenance and operating cost responsibilities and future capital costs.

G. Project Information:

1) Description of Project:

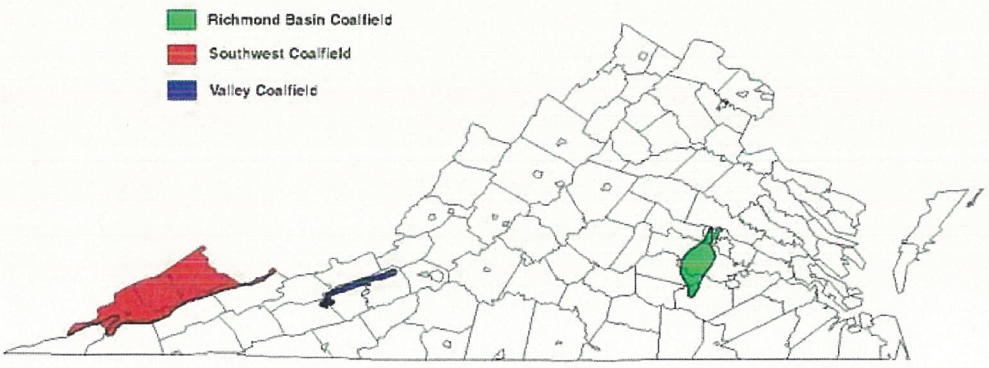
The NS Coal Corridor is comprised of the NS mainlines from the Port of Hampton Roads across the southern half of the state through Petersburg and Roanoke and on to the Central Appalachian coals fields, as well as branch lines serving the coal fields and coal-fired power plants. The Coal Corridor and Route 460/Heartland Corridor (subject of another Rail Enhancement Fund application, overlap from the Port of Hampton

Roads west to Bluefield. The I81 Crescent Corridor also overlaps the Coal Corridor from Lynchburg and Altavista west to Radford.



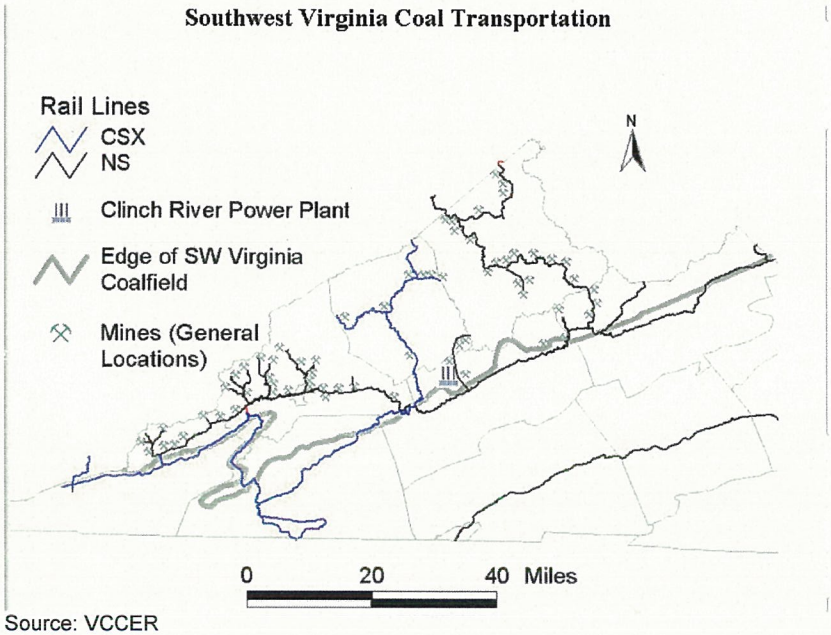
Strong freight railroads with adequate capacity enable companies in the Commonwealth of Virginia to conduct business efficiently and effectively. A strong transportation network is vital to a state's economic health and future vitality. In recent years US annual coal production has been over one billion tons, while Virginia production has been approximately 30 million tons. The growth in US coal has been driven by the Powder River Basin coal in the west. Declining Virginia coal production has had a significant impact on southwest Virginia producing some of the state's highest unemployment rates since the 1990s. Despite these challenges to the industry, the Virginia coal industry contributes significantly to the state's economy.

Coal-Field Regions



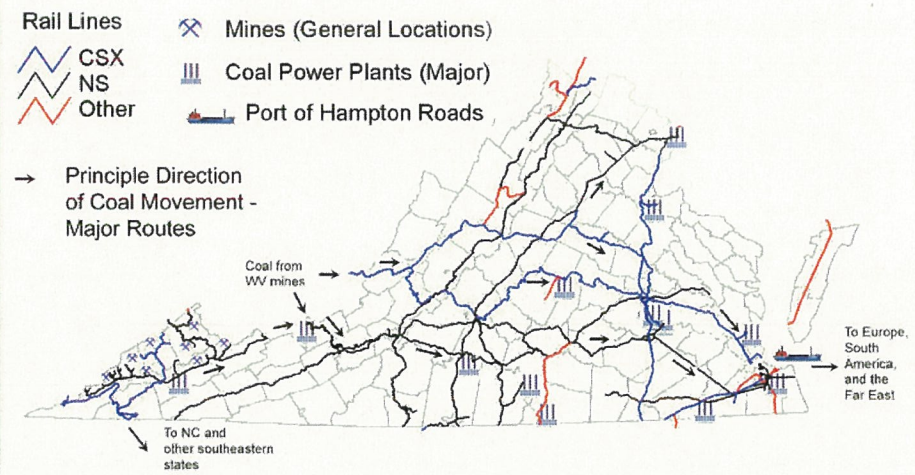
Source:
- VCCER

Recent changes in the global market, from the value of the US dollar to consumption by China of coal and steel, have resulted in enhanced opportunity for the US coal producers. Virginia coal is generally high in quality with a high energy content and low sulfur content, an ideal combination for electricity generation. Hampton Roads is the nation's largest coal port. NS coal shipments through Hampton Roads increased 41% in 2008 (vs 2007) from 13.44 to 18.95 million tons. The majority of Virginia coal is shipped from mine to market by railroad. It is estimated that over 90% of Virginia's coal production is hauled to market by Norfolk Southern. A significant portion of the utility coal produced in southeast Virginia is shipped to generating stations in Tennessee, the Carolinas and/or Georgia.



Source: VCCER

Virginia Coal Transportation



Sources:
- CSX Corporation
- Norfolk Southern Corporation
- Virginia Economic Development Partnership

Source: VCCER

Two projects are proposed for the Coal Corridor.

Coal Corridor Projects	Start Year	Benefits	Cost (millions)
Andover Rail Sidings	2010	Capacity, flexibility, grade crossings	$2.9
Clarkton Siding Extension	2011	Capacity, flexibility	$5.3

A. Andover Rail Sidings

Andover, VA sits on the southern edge of the Virginia coalfields with a small yard serving the area's customers. Several years ago NS purchased the Powell River Railroad, the former-L&N main line between Big Stone Gap and Norton, VA. NS lines converge at Andover from three different directions, and trains have no place to meet. Due to the lack of space to meet, trains are held at the mines, at Norton, or on the small sidings between Andover and Gate City, causing vehicular delay as these sidings cross streets at grade.

This project involves the creation of a siding (or "pocket track") within the Andover yard limits by rearranging, rehabilitating and connecting several auxiliary tracks.

Begin westbound on Appalachia District at milepost 2.3-T:

(A) Replace #10 hand-throw turnout (from main track to Load Track #1) with hand-throw #15 turnout.

(B) Upgrade Load Track #1 between milepost 2.3-T and 1.4-T
(C) Construct track and tie-in between milepost 1.4-T and 1.2-T (1.2-T=LN-279.1)
(D) Upgrade former L&N main line between milepost LN-279.1 (1.4-T=LN-279.1) and milepost LN-279.7 (0.6-T=LN-279.7)
(E) Install two #15 hand-throw crossovers at milepost LN-279.7/0.6-T (Pine Street, which has crossing signals)

Begin eastbound on Clinch Valley Extension at milepost IN-5.5
(F) Upgrade former L&N mainline between milepost LN-279.7 and milepost LN-280.1
(G) Convert #10 hand-throw turnout at milepost LN-280.1/IN-5.5 to #15 hand-throw crossover
(H) Install #15 hand-throw crossover at milepost LN-280.1/IN-5.5 (immediately west of G)

B. Project Clarkton Siding

The L-line begins in Lynchburg, crosses the Coal Corridor at L- 33.5 at Vabrook and continues south to connect with the Clover branch servicing the Clover power stations and into North Carolina to the Hyco and Mayo power plants. In addition to coal trains, there are several merchandise customers served on these lines. Clarkton siding is located at milepost L-37. Unit coal trains average 180 cars per train. The L-line is single track with a short siding at Clarkton (L-37), Sinai (L-58), and Denniston (L-68). NS proposes to extend the Clarkton siding to 11,000 feet in order to provide room for unit coal trains (both empty and loaded) and merchandise trains to meet and pass safely.

2) Project Objectives:

A – Andover Rail Siding

The objective of the project is to improve safety and improve operating efficiency. Improving the operating efficiency of the area will increase the freight capacity which will result in a reduction in the time that cars and trucks are waiting at grade crossings.

These lines serve Virginia coalmines and handle approximately 85% utility coal and 15% export coal. Virginia's coalmines, which are located entirely within the southwestern counties of the Commonwealth, are in direct competition with those in West Virginia, Kentucky and Tennessee. Many of the competing mines benefit from being located on mainline routes of Norfolk Southern Railway Company and/or CSX Transportation, Inc. As coal receivers, especially electric utilities, increase their ownership of coal hauling train-sets, round-trip cycle times, including line-of-road transit, are becoming a significant factor in the customers' coal sourcing decisions.

With the new siding, trains will be able to meet and pass as they move through Andover/Appalachia (without blocking road crossings while standing) rather than being held at the mines, on current sidings, or in Norton. Eliminating the need to

hold trains will improve coal train efficiency that will improve throughput at the coalmines and will allow Norfolk Southern to handle these shipments as expeditiously as those originating in neighboring states. Based on September 2008 data, NS operated an average 16.8 trains per day into and out of Andover Yard. This project will allow each train to avoid about an hour's delay.

B – Clarkton Rail Siding

The objective of this project is to provide room for unit coal trains (both empty and loaded) and merchandise trains to meet and pass safely and thereby increase capacity and improve service for customers.

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

Several projects identified for the Route 460/Heartland Corridor also benefit the Coal Corridor as the coal and Heartland intermodal corridors overlap through much of Virginia.

No provision has been made for crossing closure or grade separation(s) associated with the Andover project. However, there is a possible opportunity for closing one or both of the crossings in the project area as alternate access is available. Both Kilbourne Avenue and Pine Street are connected and Inman Pike provides access to the area.

4) Describe the Public Benefits of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A).

A. Andover Rail Sidings Benefits:

This project will help to keep Virginia coalmines competitive with mines in West Virginia, Kentucky and Tennessee. The Andover project will enhance the safety of the area and reduce emissions.

By improving train movements through Andover/Appalachia, several benefits are achieved:

- Improved grade crossing safety/Reduced vehicular delay at grade crossings (especially in other Southwest Virginia cities and towns, estimated 2+ hours per day)
- Reduced emissions of idling vehicles and trucks at grade crossings.
- Improved operating efficiency and the potential for increased throughput at Virginia coalmines.
- Improved freight transit time with improved operating efficiency
- Reduced fuel consumption (16.8 trains per day)
- Reduced emissions as trains may meet and pass rather than be held or idle while waiting to progress (16.8 trains per day).
- The two coal load-outs in Virginia that presently have the capacity and coal specifications required for Dominion Power's planned generating station near Caledonia, Virginia, are both located in Wise County west of Andover/Appalachia.

Rail shipments to this location from these two load-outs will also benefit from this proposed siding.

~~**B. Clarkton Siding**~~

~~By reducing aggregate delay, this project will help to improve air quality and conserve fuel. By increasing capacity, the project enables the rail mode to absorb more growth.~~

Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

H. Type of Project:

A. Andover, ~~B. Clarkton~~,

1) A, ~~B~~, __ New Construction __A__ Rehabilitation ___ Study

2) A, ~~B~~, __ Rail Infrastructure __ Rail Facility/Station
___ Equipment/Rolling Stock ___ Signals/Communication Equipment

3) Other _____

I. Application Scope of Work Covers:

__X__ Entire Project ___ A Phase of a Multi-Phase Project ___ Completion Phase

J. Project Budget Summary:

Coal Corridor Projects:	Andover Siding	Clarkton Siding
Preliminary Services, Engineering, or Feasibility Study	87,400	157,700
Environmental Evaluation	0	0
Design Engineering	0	35,000
Right of Way Acquisition	0	47,000
Construction	2,635,200	4,671,700
Construction Management	147,800	266,600
Lease/Acquisition of Equipment	0	0
Public Involvement (if applicable)	0	0
Other: (Contingency)	67,600	122,000
Subtotal	2,938,000	5,300,000
Total Project	~~$8,238,000~~	

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: ~~$5,766,600~~ # 2,056,600
Maximum 70% of Total Project Budget. 70%
Do not include any previous allocations or future phases.

M. Local Match Required by Applicant: ~~$2,471,400~~ # 881,400
At least a minimum 30% of Total Project Budget. 30%

If Overmatch, Provide Percentage _____

1) Match breakdown by Source (Including any in-kind match)

a. Provider of Local Match Norfolk Southern

b. Status (confirmed/anticipated) confirmed

c. Attach justification for value of in-kind match.
NS will provide prior to completion of Rail Enhancement Grant Agreement

2) Other Funding Sources Beyond Match Requirement

a. Provider of Overmatch _____

b. Status (confirmed/anticipated) _____

Funding Allocation by Project	Andover Sidings	Clarkton Siding
Rail Enhancement Funding	$2,056,600	$3,710,000
Rail Enhancement Funding %	70%	70%
NS match	$881,400	$1,590,000
NS Match %	30%	30%
NS Overmatch %	0%	0%
Total	2,938,000	$5,300,000

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

A. Andover Rail Sidings:

Milestone Description	Estimated Completion Date From Notice to Proceed
○ Notice to Proceed	Start Point
○ Survey and Finalize Plans	3 Months
○ Track work	7 Months
○ Upgrade Existing Bridge	8 Months

B. Clarkton Siding:

Milestone Description	Estimated Completion Date From Notice to Proceed
○ Notice to Proceed	Start Point
○ Survey and Develop Plans	3 Months
○ Acquire Right of Way (if required)	6 Months
○ Bidding	8 Months
○ Permitting	10 Months
○ Grading	15 Months
○ Track work	18 Months

O. Statement of how this project promotes or does not preclude dual/multi-access use.

A. Andover Siding
This project is on Norfolk Southern owned right-of-way; the rail line will remain an exclusive Norfolk Southern route.

B. Clarkton Siding
This project is on Norfolk Southern owned right-of-way; the rail line will remain an exclusive Norfolk Southern route.

P. List additional users of rail line, facility, and/or equipment:

A. Andover Rail Siding
None.

B. Clarkton Siding
None.

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

A. Andover Rail Sidings
No environmental issues are expected, as all of the construction will occur within NS owned right-of-way. Environmental benefits of the project will include improved air quality through reduced emissions as trains will not need to be held or idle at the coal mines, at Norton, or on the siding between Andover and Gate City, and as vehicular traffic will not be idled as long or as often when grade crossings are blocked.

B. Clarkton Siding
No environmental issues are expected for the Clarkton Siding as all work is expected to be performed on the NS right-of-way. It is expected to have a positive environmental impact by reducing the time that trains idle, and thereby reducing emissions, while waiting to accomplish a meet and pass when the sidings are farther spread out.

Required Attachments:

Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.

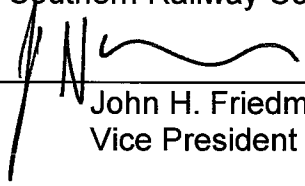
1. Attachment A – Project Data Information Form (provided)
2. Attachment B – Application Checklist (Provided)
3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D).
4. Certification of Match/% of Match/Documentation of Source of Match including Defined Match Source (To be provided by Applicant).
5. Certification of Additive Investment (To be provided by Applicant).
6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.
7. Statement by the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner).

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:

Norfolk Southern Railway Company



Date: 1/30/09

Name: John H. Friedmann
Title: Vice President

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, Virginia 23219

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment E
Certification Of Match

Norfolk Southern - Andover Rail Siding - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

Norfolk Southern Railway Company ("Norfolk Southern") has applied to the Commonwealth of Virginia for Rail Enhancement Funds in the amount of $2,056,600 in connection with the Norfolk Southern Andover Rail Siding Project. As described in greater detail in Norfolk Southern's application, this project will encompass upgrading and interconnecting 2.1 miles of existing trackage to provide sufficient space to meet trains.

As part of this application, Norfolk Southern hereby certifies that it will provide a local match equivalent to 30 percent of the estimated total project cost for which Rail Enhancement Funds are made available, or $881,400. This match will be provided entirely by Norfolk Southern or one or more parents, subsidiaries or affiliates of Norfolk Southern.

NORFOLK SOUTHERN RAILWAY COMPANY
By:

Name: John H. Friedmann
Title: Vice President

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment F
Certification Of Additive Investment

Norfolk Southern - Andover Rail Siding - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

This letter certifies that the Virginia Rail Enhancement Funds requested in the accompanying application will add to the state's rail infrastructure and will not be used to replace funds that would have otherwise been spent in the Commonwealth.

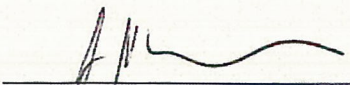
Norfolk Southern's application requests funds for creating a passing siding at Andover, VA by upgrading and interconnecting existing trackage to provide space for trains to meet.

The overall objective of the project is to improve safety, increase capacity and speed up train operations in the coalfields of Southwestern Virginia. Three routes from coal mining areas converge at Andover and at present, no track exists where trains can pass each other. Instead, they must be held in locations removed from Andover, resulting in delay to coal shipments and in inefficient utilization of equipment. This trackage handles the preponderance of coal mined in Southwestern Virginia, so improvements to the local rail infrastructure will improve competitiveness of Virginia coal vis-à-vis coal mined in neighboring states.

Although Norfolk Southern foresees some traffic growth in this corridor, and although the corridor presently experiences daily congestion, internal funds will not be available to undertake the improvements at Andover for some years to come. Without Rail Enhancement Funds, this project will not be built unless there are significant changes in the traffic flows.

In sum, Norfolk Southern certifies that the Virginia Rail Enhancement Funds requested in its application will be used as part of a public-private partnership for improvements that NS would not undertake alone.

NORFOLK SOUTHERN RAILWAY COMPANY
By:



Name: John H. Friedmann
Title: Vice President
Date: 2-17-2009

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment G
Statement Of SWAM Participation

Norfolk Southern - Andover Rail Siding - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

January 30, 2009

To Whom It May Concern:

In connection with Norfolk Southern Railway Company's Rail Enhancement Fund Application for Andover Rail Sidings project, please accept this letter as the applicant's statement regarding small, women- and minority-owned business (SWAM) participation goals.

For project work that is not performed by Norfolk Southern's workforce, Norfolk Southern will undertake reasonable and good faith efforts to achieve the SWAM participation goal for the project through race-neutral and gender-neutral means that are lawful and non-discriminatory. We understand the project participation goal to be forty percent (40%) of the total value of contracts between Norfolk Southern and third parties for the performance of the project work. The success of Norfolk Southern's efforts will of course be impacted by the availability of qualified and willing small businesses and women- and minority-owned businesses within the market area of the project.

Thank you for considering Norfolk Southern's application.

Very truly yours,

John H. Friedmann
Vice President

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment D
Statement of Public Interest

Name of Applicant and Project:
Norfolk Southern - Andover Rail Siding - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

Statement from the owner of the facility that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by this project

To Whom It May Concern:

At the appropriate time, NS will enter into an appropriate agreement to be negotiated with the Commonwealth of Virginia to protect the Commonwealth's public interest in the Andover Rail Siding Project.

NORFOLK SOUTHERN RAILWAY COMPANY
By:

Name: John H. Friedmann
Title: Vice President

Internal Use
DRPT Tracking #

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment A
Project Data Information Form

Date: January 30, 2009

Name of Applicant and Project:
Norfolk Southern – Andover Rail Sidings

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:
Project Cost and Construction period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine that public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

EXHIBIT I
Attachment A
Form A1 – Project Cost and Construction Period
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

First Construction Year: 2010

Last Construction Year: 2010

Year	Total Project COST	Total DRPT COST
2009	$2,938,000	$2,056,600
Total	**$2,938,000**	**$2,056,600**

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

EXHIBIT I
Attachment A
Form A2 – Freight Service
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

	CATEGORY	UNITS	VALUE
Demand Characteristics	Steady state demand – diversion of freight to rail (from trucks)	Carloads/Year	
	First year of diversion	Carloads/Year	n/a
	Number of years until steady state	Number of Years	n/a

	CATEGORY	UNITS	VALUE
Project impact on Travel Distance	Rail miles in Virginia (Existing routing before project)	Miles	n/a
	Rail miles in Virginia (routing after project completion)	Miles	n/a
	Number of years until steady state	Number of Years	n/a

	CATEGORY	UNITS	VALUE
Conversions	Railcars per Train	Railcars/Trains	30-100 cars/train
	Rail tons per Railcar	Tons/Railcar	100 tons/railcar
	Trucks per Railcar	Trucks/Railcar	3 trucks/railcar

	CATEGORY	UNITS	VALUE
Other	Change in Daily Delay for Freight Trains	Railcars/Trains	1 train hour on 16.8 trains per day on average 65 cars/train
	Reduction in Number of Rail At-Grade Crossings	Tons/Railcar	104

Based on September 2008 data, NS operated an average of 16.8 trains per day into and out of Andover Yard. This project will allow each train to avoid about an hour's delay.

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

EXHIBIT I
Attachment A
Form A5– Demand Characteristics for 15-Year Performance Period

Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

Performance Year	Performance Value *
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
Total	

For Freight Service Projects – car loads or containers per year
For Inter-City/Amtrak Passenger Projects – passengers per year
For Commuter/VRE Passenger Projects – passengers per year

- Reduced wait at grade crossings in Andover with average 16.8 trains per day
- NS employs approximately 100 at Andover and 54 at Norton
- Reduces 16.8 train hours aggregate train delay which will allow faster turn times for assets such as locomotives, crews and freight cars.
- Based on September 2008 data, NS operated an average of 16.8 trains per day into and out of Andover Yard. This project will allow each train to avoid about an hour's delay.

DRPT ≈ 4,200 hrs / year
estimated delay savings

Rail Enhancement Fund
Project Application Checklist

Internal Use
DRPT Tracking #

EXHIBIT I

Attachment B

Date: January 30, 2009

Name of Applicant and Project:
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

Checklist for Application:

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

   _x_ YES ____ NO

2. Project is an Additive Investment to Virginia.

   _x_ YES ____ NO

3. Project provides for, or does not preclude, shared or dual access opportunity.

   _x_ YES ____ NO

4. Applicant has provided documentation and certification of at least a minimum 30% match.

   _x_ YES ____ NO

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

   _x_ YES ____ NO

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

   _x_ YES ____ NO

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment C
Project Background Information

Date: January 30, 2009

Name of Applicant and Project:
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

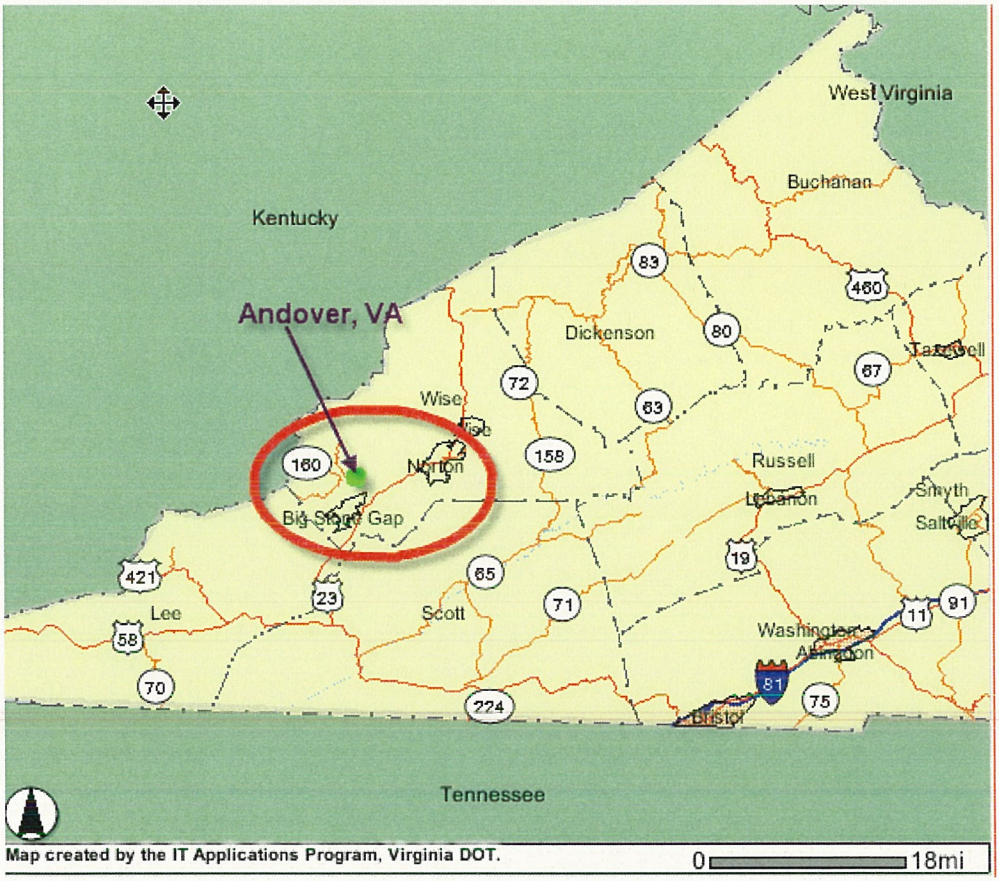


EXHIBIT I

Attachment C
Project Background Information

Date: January 30, 2009

Name of Applicant and Project:
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

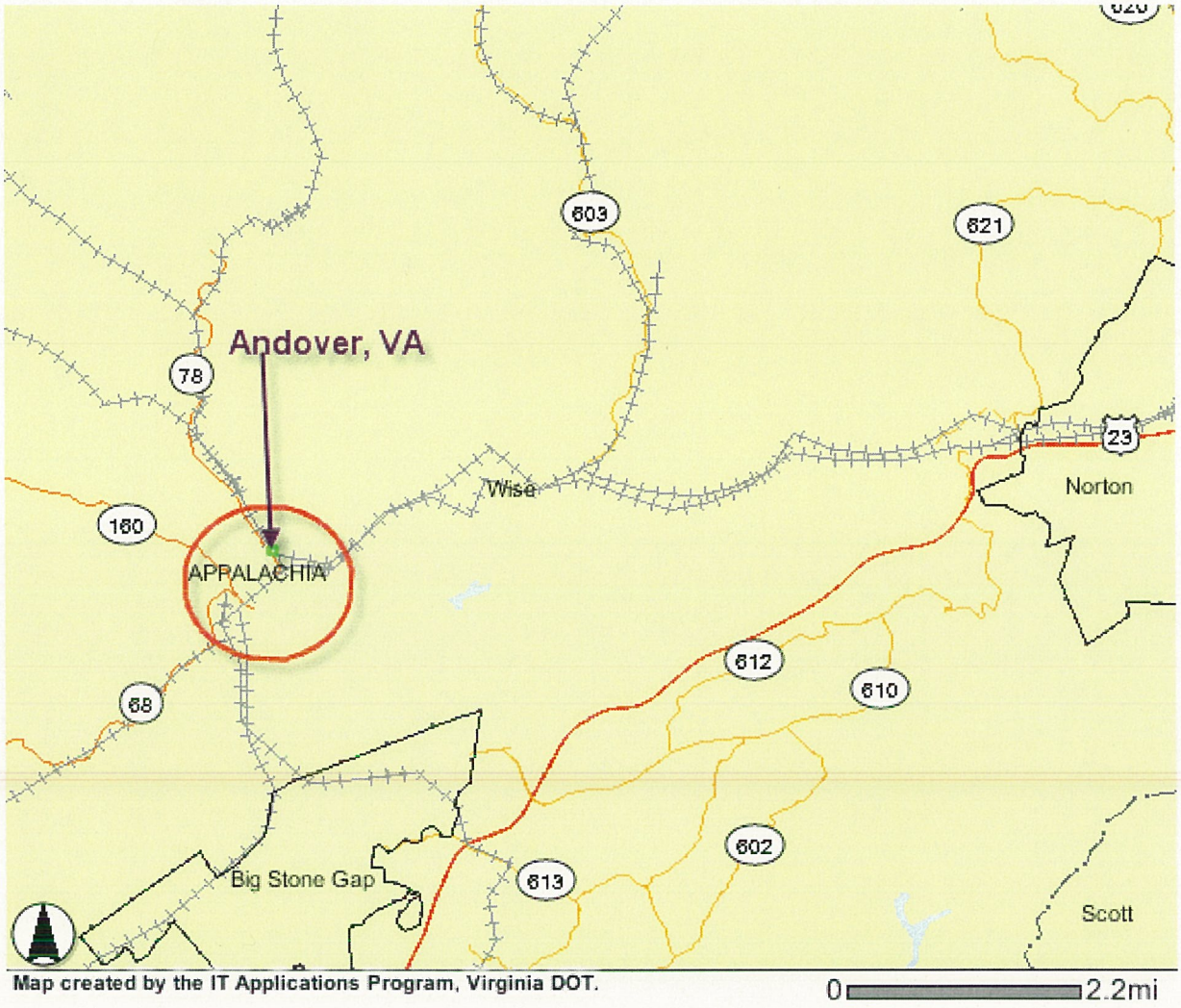
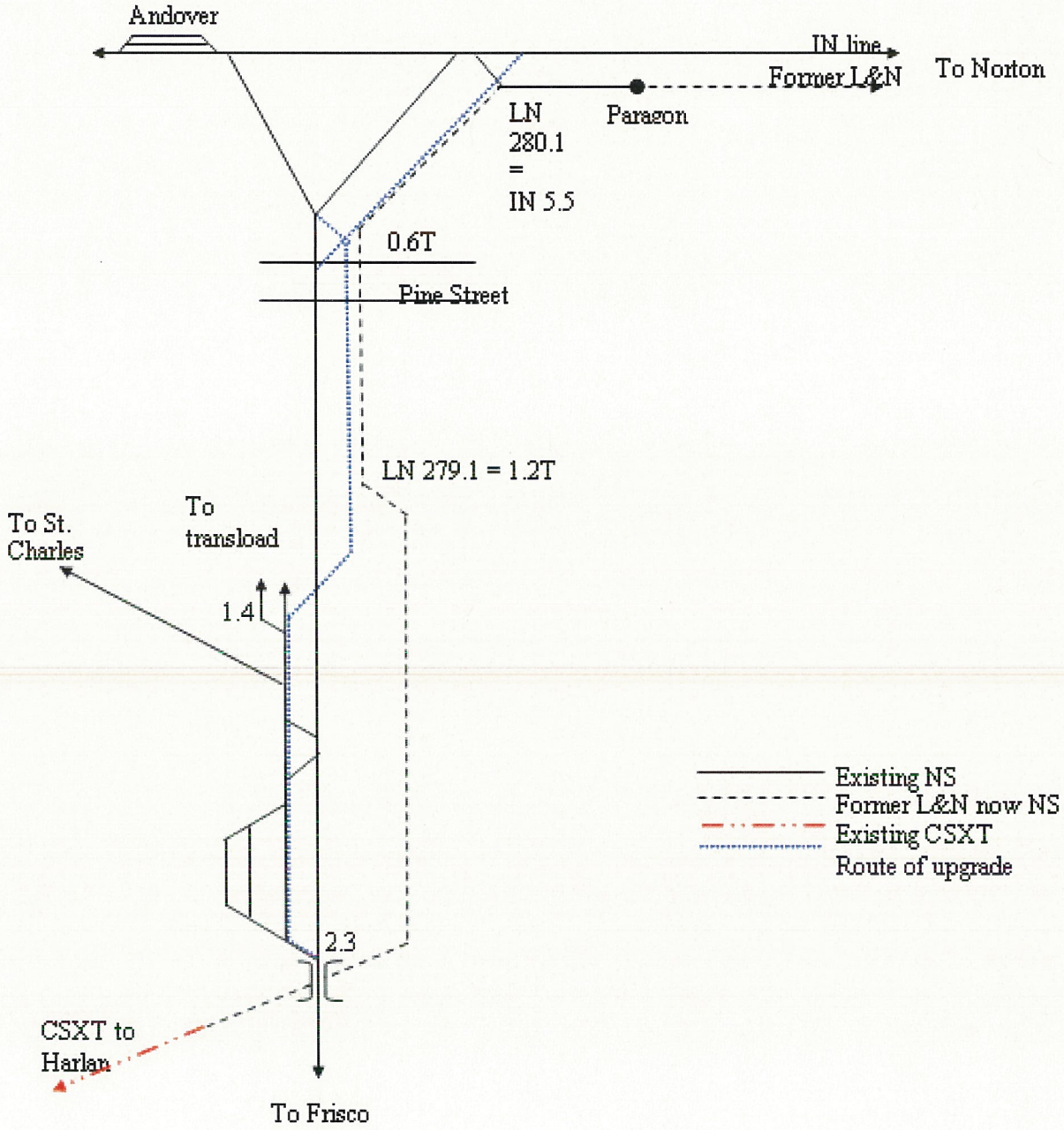


EXHIBIT I
Attachment C
Project Background Information

Date: January 30, 2009

Name of Applicant and Project:
Norfolk Southern - Andover Rail Sidings - mp 2.3-T to 1.2T & LN-279.1 to LN-280.1

Schematic Showing Proposed Changes at Andover VA



5b

AADT for Andover Grade Crossing on Rte 78 = 2,900

2007
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
164

Town of Appalachia

Traffic Data for use in grade crossing delay savings at Andover } Data provided by DRPT

Information in this report is included in Report

97

(Wise County)

Prepared By

Virginia Department of Transportation

Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route — Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Frontage Road (F precedes frontage route number)

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Appalachia

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail						
Bus 23 Main St		From: SCL Appalachia															
	Town of Appalachia (Maint: 97)		1.98	7200	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.595	7400	N
		To: NCL Appalachia															
		From: Bus US 23, ALT US 58															
78	Town of Appalachia (Maint: 97)		1.39	2900	G	61%	1%	1%	1%	36%	0%	F	0.090	F	0.688	3000	G
		To: WCL Appalachia															
		From: WCL Appalachia															
160	Town of Appalachia (Maint: 97)		1.71	480	N	90%	1%	1%	1%	7%	0%	N	0.107	N	0.577	490	N
		To: SR 68															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Appalachia

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Appalachia																
601 97	1.01	**280**	R								NA			NA		07/16/2003
From: Dead End																
To: SR 78																
669 97	0.02	**60**	R								NA			NA		07/16/2003
From: 97-601																
To: SR 78																
1301 97	0.05	**100**	R								NA			NA		03/29/2007
From: 97-601																
To: 97-1302																
1302 97	0.15	**90**	R								NA			NA		03/29/2007
From: 97-1303 Chestnut St																
To: 97-1301																
1303 97 Chestnut St	0.06	**180**	R								NA			NA		03/29/2007
From: 97-601																
To: 97-1302																
1304 97 Bell Ave	0.08	**420**	R								NA			NA		03/28/2007
From: US 23																
To: 97-1305 Henry St																
1304 97 Bell Ave	0.07	**260**	R								NA			NA		03/28/2007
From: 97-1305 Henry St																
To: 97-1333 Richmond St																
1305 97 Henry St	0.40	**370**	R								NA			NA		03/28/2007
From: Dead End																
To: 97-1304 Bell Ave																
1306 97 Oak St	0.15	**130**	R								NA			NA		03/28/2007
From: US 23																
To: Dead End																
1307 97 Railroad Ave	0.36	**460**	R								NA			NA		03/28/2007
From: Bus US 23																
To: Dead End																
1308 97 Depot St	0.07	**1700**	R								NA			NA		03/28/2007
From: SR 78																
To: Dead End																
1309 97 Kilbourne Ave	0.13	**650**	R								NA			NA		03/28/2007
From: 97-1310 Brown St																
To: 97-1312 River St																
1309 97 Kilbourne Ave	0.07	**1100**	R								NA			NA		03/28/2007
From: 97-1312 River St																
To: 97-1308 Depot St																
1310 97 Brown St	0.31	**740**	R								NA			NA		03/28/2007
From: 97-1319 Powell St; Spruce St																
To: 97-1315 Blondell Ave																
1310 97 Brown St	0.05	**270**	R								NA			NA		03/28/2007
From: 97-1309 Kilbourne Ave																
To: 97-1313 Dixon St																
1311 97 Cornett St	0.05	**160**	R								NA			NA		03/28/2007
From: 97-1309 Kilbourne Ave																
To: 97-1315 Blondell Ave																
1311 97 Cornett St	0.05	**70**	R								NA			NA		03/28/2007
From: 97-1315 Blondell Ave																
To: 97-1313 Dixon St																
1312 97 River St	0.05	**510**	R								NA			NA		03/28/2007
From: 97-1309 Kilbourne Ave																
To: 97-1315 Blondell Ave																
1313 97 Dixon St	0.17	**90**	R								NA			NA		03/28/2007
From: 97-1317 Wilson St																
To: 97-1311 Cornett St																
1314 97 Templeton St	0.22	**80**	R								NA			NA		03/28/2007
From: Dead End																
To: 97-1313 Dixon St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Appalachia

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Appalachia																
1315 97 Blondell Ave	0.26	**390**	R								NA			NA		03/28/2007
From: 97-1316 Harding St																
To: 97-1312 River St																
1316 97 Harding St	0.11	**210**	R								NA			NA		03/28/2007
From: Dead End																
To: 97-1315 Blondell Ave																
1317 97 Wilson St	0.10	**40**	R								NA			NA		03/28/2007
From: 97-1315 Blondell Ave																
To: 97-1313 Dixon St																
1319 97 Spruce St	0.05	**120**	R								NA			NA		03/29/2007
From: Dead End																
To: 97-1321 Inman St																
1319 97 Spruce St	0.25	**1100**	R								NA			NA		03/28/2007
From: 97-1321 Inman St																
To: 97-1310 Brown St																
1319 97 Powell St	0.16	**430**	R								NA			NA		03/28/2007
From: 97-1310 Brown St																
To: 97-1328 Pine St																
1319 97 Railroad Dr	0.04	**420**	R								NA			NA		03/28/2007
From: 97-1328 Pine St																
To: SR 78																
1320 97 Spruce St	0.02	**210**	R								NA			NA		03/29/2007
From: Dead End																
To: US 23																
1321 97 Inman St	0.15	**1800**	R								NA			NA		03/29/2007
From: Bus US 23																
To: 97-1319 Spruce St																
1322 97 Roberts St	0.29	**540**	R								NA			NA		03/29/2007
From: 97-1319 Spruce St																
To: Dead End																
1323 97 Carroll St	0.05	**150**	R								NA			NA		03/29/2007
From: 97-1319 Spruce St																
To: 97-1326 Fifth St																
1324 97 Edmond St	0.10	**190**	R								NA			NA		03/29/2007
From: 97-1325 Wise St																
To: 97-1326 Fifth St																
1325 97 Wise St	0.09	**170**	R								NA			NA		03/29/2007
From: Dead End																
To: 97-1324 Edmond St																
1326 97 Fifth St	0.54	**49**	R								NA			NA		03/29/2007
From: 0.08 MW 97-1327																
To: Dead End																
1327 97 Sixth St	0.04	**48**	R								NA			NA		03/29/2007
From: 97-1326 Fifth St																
To: Dead End																
1328 97 Pine St	0.02	**300**	R								NA			NA		03/28/2007
From: 97-1319 Railroad Dr; Powell St																
To: US 23																
1329 97 Kentucky Ave	0.10	**710**	R								NA			NA		03/29/2007
From: US 23																
To: 97-1330 Mouser St																
1330 97 Mouser St	0.04	**670**	R								NA			NA		03/29/2007
From: 97-601																
To: 97-1329 Kentucky Ave																
1330 97	0.29	**140**	R								NA			NA		03/29/2007
From: 97-1329 Kentucky Ave																
To: US 23																
1332 97 Lee St	0.15	**610**	R								NA			NA		03/28/2007
From: Bus US 23																
To: 97-1333 Richmond St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Appalachia

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Appalachia																
(1333 97) Richmond St	0.06	**70**	**R**								NA			NA		03/28/2007
From: 97-1304 Bell Ave																
To: 97-1332 Lee St																
(1334 97) Richmond St	0.09	**60**	**R**								NA			NA		03/28/2007
From: Dead End																
To: 97-1304 Bell Ave																
(9677 97) W River Rd	0.05	**110**	**R**								NA			NA		04/12/2007
From: Appalachia Elementary Sch																
To: 97-1321 Inman St																
(9779 97)	0.29	**470**	**R**								NA			NA		03/28/2007
From: Appalachia High School																
To: US 23																